

# Transit-Oriented Development TOD

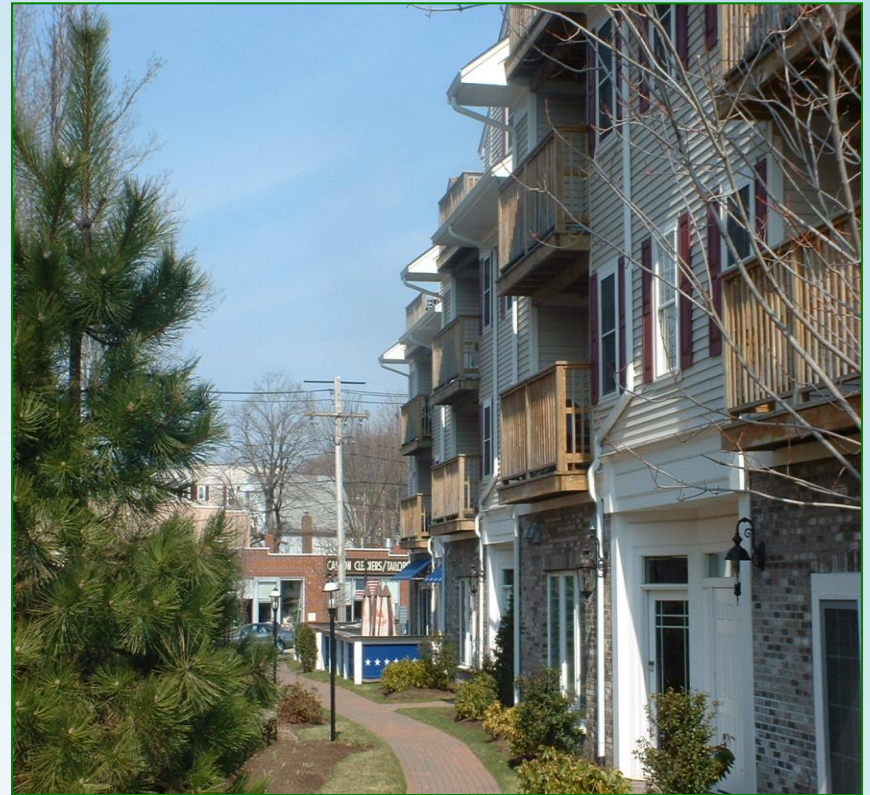


Smart Growth / Smart Energy Toolkit



# What is Transit-Oriented Development (TOD)?

**Mixed-use, higher density, pedestrian friendly development within walking distance of a transit station.**



# Characteristics of Transit-Oriented Development

- **A mix of uses;**
- **Moderate to high density ;**
- **Pedestrian orientation/connectivity;**
- **Transportation choices;**
- **Reduced parking;**
- **High quality design.**

# Reasons to Pursue TOD

- **Encourage smart growth development;**
- **Decrease cost of municipal services;**
- **Improve tax base;**
- **Improve environmental quality;**
- **Broaden transit financing options;**



# Factors that Support TOD



- **Strong market conditions;**
- **Regional commitment to transit;**
- **Strong and respected local leadership;**
- **Supportive policies and tools.**

# Supportive Market Conditions

- **Competitive station area;**
- **Vacant/re-developable land available;**
- **Large parcels in single ownership or easily assembled.**



# **Regional Commitment to Transit**

- **Strong transit agency;**
- **Committed public sector funding for transit;**
- **Strong transit ridership.**

# **Strong and Respected Local Leadership**

**Strong political and private sector backing through:**

- **outspoken support for transit investment;**
- **public and private investment in corridors and station areas;**
- **transit usage.**



# **TOD - Supportive Municipal Policies/Tools**

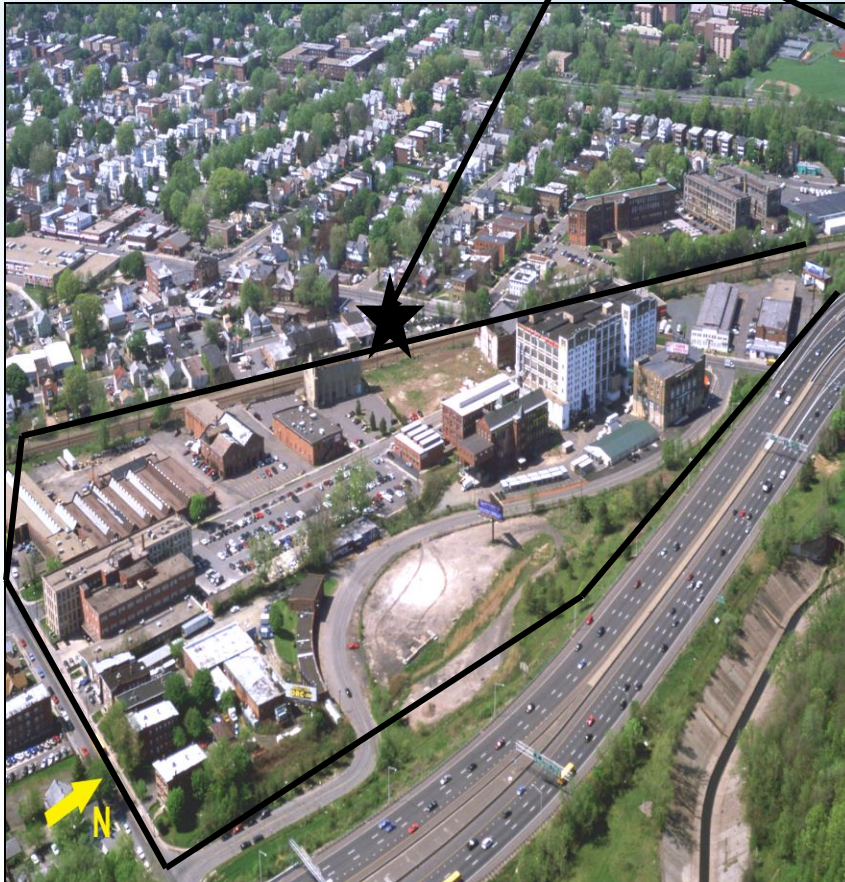
- **Station area plans;**
- **Higher density, mixed use zoning;**
- **Density bonuses;**
- **Reduced parking requirements;**
- **Design standards/guidelines;**
- **Pedestrian amenities;**
- **Public investment policies.**

# Station Area Plans

- **1/4 to 1/2 mile around transit station;**
- **Area may be defined by:**
  - Natural or man-made boundaries;
  - Other opportunities and/or constraints.
- **Consider existing and potential land uses;**
- **Incorporate regulatory changes.**

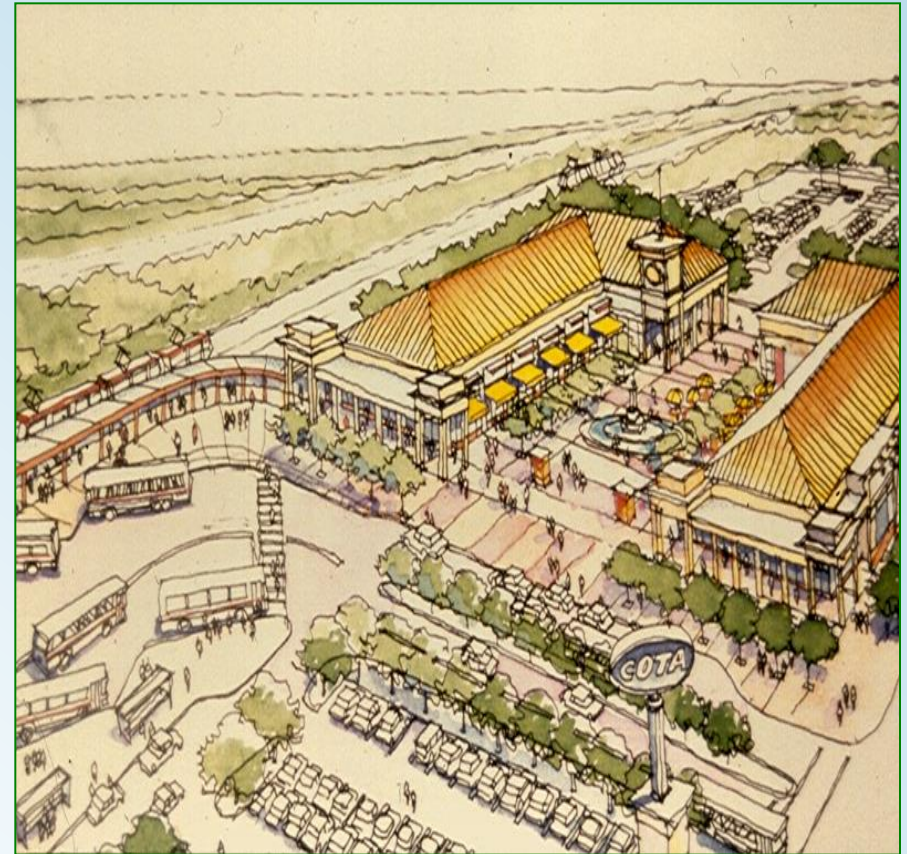
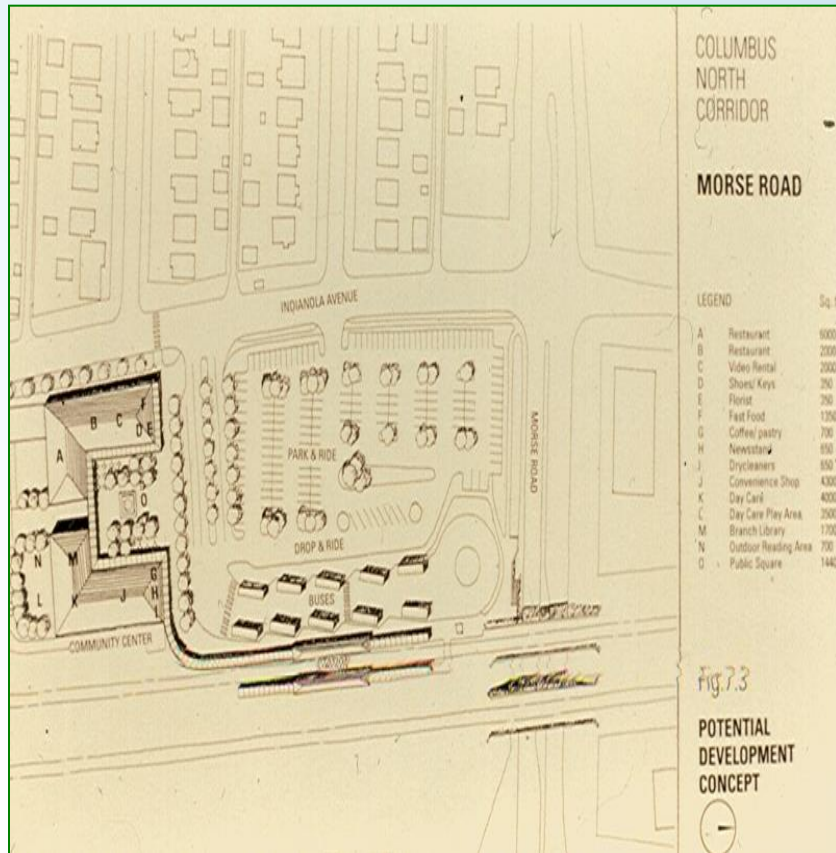
# Hartford Station Area Plan

## Proposed Busway Station





# Columbus, OH Station Plan





# Station Area Design Guidelines

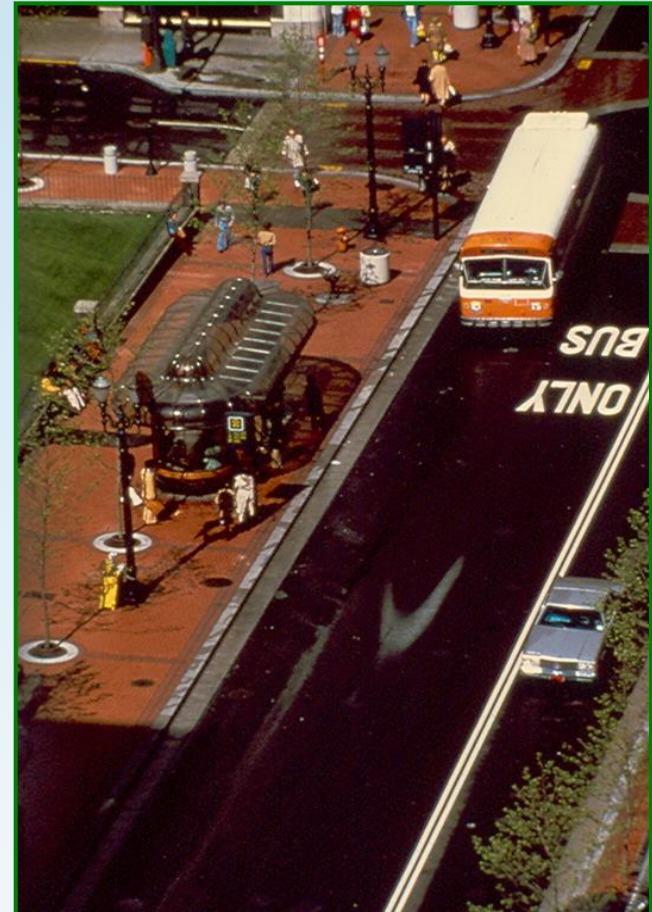
- Minimal setbacks;
- Parking in rear;
- Pedestrian seating;
- Good signage;
- Street lighting;
- Wide, well-designed sidewalks;
- Major public venue;
- Multi-purpose stations;
- Clear transit, pedestrian, & vehicular connections;
- Respect for neighborhood spaces;
- Integration of station with neighborhood.

## Concord Center, MA





# Transit-Oriented Streetscape Improvements



# Who benefits from linking transit and development?

- **Residents;**
- **Property owners;**
- **Municipal governments;**
- **Transit agency;**
- **Developers.**



# **Municipal Benefits**

- **Increased Residential and commercial property taxes;**
- **Reduced infrastructure and service costs;**
- **Opportunities for reuse/redevelopment;**
- **Transportation options ;**
- **Reduced auto congestion;**
- **Crime reduction.**

# **Types of Transit-Oriented Development**

- **Joint development and air rights;**
- **Co-development;**
- **Transit-responsive development;**
- **Reinvestment and redevelopment.**

# **Joint Development and Air Rights**

- **Almost always uses station site or air rights;**
- **Transit agency an active partner;**
- **Potential for shared construction;**
- **Operation/Management of station may be combined.**

# Harvard Square Air Rights Development





# Copley Place, Boston





# Kendall Square Marriott and T Station



# Co-Development

- **Usually involves sites adjacent to stations;**
- **Occurs when station is built;**
- **Involves cooperation for mutual benefit;**
- **Potential to coordinate design and construction of development and station.**



# Roxbury Community College at Orange Line Station





# Office and Housing Development at Alewife Red Line Station



# Office Development Adjacent To Davis Square Station



# **Transit-Responsive Development**

- **Located within walking distance of station;**
- **Transit enhances viability of existing sites;**
- **Transit agency not directly involved in development.**



# Ballardvale Station, North Andover





# Canton, MA Condominiums at Station





# Concord Center -Housing and Retail



# Reinvestment and Redevelopment

- **Transit can:**
  - Stabilize property values;
  - Encourage investment in existing properties;
  - Lead to increases in property values with modest investment.



# East Cambridge Reinvestment After Red Line Extension





# Andover Center Station Area Re-use



# Newton Center Station and Shops





# Building Reuse Near Downtown Haverhill Commuter Rail Station



# **Transit Adjacent Development: A Missed Opportunity**

**New development adjacent to transit, but  
without connectivity to or interaction with  
transit service.**



# Jefferson at Salem Station

## - No pedestrian access



# **Beverly Farms Station Reuse**

## **-No transit-supportive uses**



# Financing TOD

- **Often combines private and public financing;**
- **Market conditions will dictate public/private ratio;**
- **Public financing can take many forms, from sharing infrastructure costs to outright grants.**



# **Federal Financing Tools**

- **Transportation Enhancements Program (FHWA);**
- **Congestion Mitigation and Air Quality Program (FHWA);**
- **Transportation & Community & System Preservation Pilot Program (FTA);**
- **Transportation Infrastructure Finance and Innovation Act of 1998;**
- **Location Efficient Mortgages (Fannie Mae);**
- **Brownfields Program (US EPA).**

# State Financing Tools

- **Commercial Area Transit Node Program (DHCD);**
- **TOD Bond Program (OCD);**
- **Off Street Parking Program (ANF);**
- **Public Works Economic Development (EOT);**
- **Community Development Action Grants (DHCD);**
- **Urban Brownfields Site Assessment (EOEA);**
- **Priority Development Fund (Planning Assistance Grants)**
- **Siting of government facilities.**

# Local Incentives

- **Transit Overlay Districts with density bonuses;**
- **Tax incentives, including abatements and credits;**
- **Streamlined permitting process;**
- **Flexible parking requirements;**
- **Sale of public land;**
- **Air rights development;**
- **Transit-supportive design guidelines;**
- **Capital improvement plans.**



# Local Incentives

- **Station area plans;**
- **Site assemblage;**
- **Land swaps;**
- **Sale/lease of development rights;**
- **Provision of infrastructure;**
- **Tax Increment Financing;**
- **Siting of government facilities.**

# **CASE STUDY**

## **Canton, MA The Canton Center Station**

**A revitalization strategy led to the adoption by the town in 2000 of the Canton Center Economic Opportunity District Bylaw.**

**The town created several components of the bylaw to directly encourage transit oriented development and better connect the station itself to the downtown.**



# **CASE STUDY**

## **Concord, MA The Concord Center Station**

**In 1987 the Town prepared a long range plan intended to direct development in Concord. The long range plan identified the Concord Center station as an important node for future higher density commercial and residential development.**





# **CASE STUDY**

## **Somerville, MA The Davis Square Red Line Station**

**Residents, businesses and public officials created the Davis Square Action Plan in anticipation of a new Red Line heavy rail station in Somerville. The plan led to the establishment of the Davis Square Redevelopment Area, adoption of a Design Review Overlay District, and resourceful public financing to create a vibrant, mixed use urban center focused around the T station.**



# Transit Oriented Development – Creating a Sustainable Tomorrow





## **USEFUL LINKS:**

<http://www.nctr.usf.edu/pdf/473-135.pdf> National Center for Transit Research, University of South Florida - Building Transit Oriented Development in Established Communities

[http://gulliver.trb.org/publications/tcrp/tcrp\\_lrd\\_12.pdf](http://gulliver.trb.org/publications/tcrp/tcrp_lrd_12.pdf) The Transit Cooperative Research Program - The Zoning and Real Estate Implications of Transit-Oriented Development

<http://trb.org/news/blurbs/detail.asp?id=2594> Transportation Research Board of the National Academies - The Role of Transit in Creating Livable Metropolitan Communities

[http://gulliver.trb.org/publications/tcrp/tcrp\\_rrd\\_52.pdf](http://gulliver.trb.org/publications/tcrp/tcrp_rrd_52.pdf) Transit-Oriented Development and Joint Development in the United States: A Literature Review



## **USEFUL LINKS:**

[http://www.apta.com/research/info/briefings/briefing\\_8.cfm](http://www.apta.com/research/info/briefings/briefing_8.cfm)

American Public Transportation Association - Transit Resource Guide

<http://www.vtpi.org/tdm/tdm45.htm> Victoria Transport Policy

Institute - Using Public Transit to Create More Accessible and Livable Neighborhoods

[http://www.crcog.org/Publications/TCSP/Ch05\\_Technical\\_TOD.pdf](http://www.crcog.org/Publications/TCSP/Ch05_Technical_TOD.pdf)

Capital Region Council of Governments -Transit-Oriented Development - Detailed Technical Analysis

<http://www.mrsc.org/Subjects/planning/transdev.aspx>

Municipal Research and Services Center for Washington - Transit-Supportive Site Design and Density - a list of resources